

cial name is wanted for the part of the valley inside the race course, let it be called the Public Park, for that is what it is or ought to be. Or, if we must have some person's name identified with the place, then our present Governor has the best claim, for it was he who departed from Governor Bowen's absurd policy and transformed the place from an unhealthy swamp to its present condition.

CHINA MAIL—Every Day.
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OVERLAND CHINA MAIL—
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CHINA MAIL—Every Day.
Orders for Printing and Book
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Agent.
Hongkong, June 6, 1890.

are re-
at the
AUX,
1084

notified.
For BANGKOK.—
Per Edendale, at 1.30 p.m., on
the 7th inst.
For SHANGHAI.—
Per Amoy, at 2.30 p.m., on
the 7th inst., instead of as
notified.

<p>Saturday, 6th inst.</p> <p>For SWATOW, AMOY & TAIWANFOO Per <i>Thales</i>, at 5 p.m., on Saturday, the 7th inst.</p> <p>For KOBE — Per <i>Suzerelds</i>, at 5 p.m., on Saturday, the 7th inst.</p>	<p>For SWATOW & BATAVIA Per <i>Alouette</i>, at 9.30 a.m., on the 9th inst., instead of as pre- notified.</p> <p>For NAGASAKI & KOBE — Per <i>Lycemon</i>, at 3.30 p.m., on the 9th inst.</p>
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Monday, generation by his great literary pro-
 previously The fact of his having conspired
 for spoiling the Happy Valley is
 Monday, why his name should be attached
 portion of that picturesque spot.

trains. While others were in the Hongkong Artillery Volunteers, a cadet company of about fifty or sixty were doing quiet good work. Despite changes which are necessarily so frequent

STAVINKE incident is just now the talk of the military circles in Germany. Lieutenant von Stavinke, of the 21st Hussar Regiment, was riding with the troops in the neighborhood of the garrison at Merseburg, when suddenly his horse, a high-spirited charger, reared and bolted. All efforts to restrain the animal were fruitless. Giving the reins to the groom, he waited his opportunity to jump upon the horse's back. He was unable to do so, however, and the animal, having sped rapidly in the direction of the forest, was changing a broad meadow of water, the shore beneath being reached with habber crick. A few moments later both horse and rider were in the water. But a bright flash was seen for a moment, and the animal was again on the shore. The lieutenant then leapt from the saddle and escaped.

PANSEH STEAM CANAL.
OUTWARD BOUND.—*Danishgshire*, *Crown* &
Arragon, *Idalguito*, May 16; *Bellegue*,
Amoy, *Tian*, *Braunschweig*, *Wanhsing*,
Hongshing, 20; *Rendels*, 23; *Ocean*,
Reclor, 27.
HOMEWARD BOUND.—*Anchiter*, *Finchster*,
 May 16; *Niobe*, *Ballona*, 20; *Brimidi*,
Kauru, *Hind*, *Tselmahus*, *Congo*, 27.
 The P. & O. s.s. *Clide*, with the Eng-
 lish Mail of May 9th, left Singa-
 pore on Tuesday, the 3rd June,
 at 4 p.m., and may be expected here
 on or about Sunday, the 8th June.
 This vessel brings passengers and
 despatched from Hongkong on April
 2nd.
 The P. M. S. S. Co. s.s. *China*, with the
 American Mail of May 2ist, leaves
 Yokohama on Sunday, the 8th June,
 at daylight, and may be expected here
 on or about Friday, June 13.
 The Canadian Pacific s.s. *Baltica*, from
 Vancouver, etc., left Yokohama for
 Hongkong direct on the 4th June.
 The Canadian Pacific s.s. *Abegweit* left
 Vancouver for Japan and this port on
 May 30.
 The s.s. *Arratton Apar*, with mail, &c.,
 from Calcutta, left Singapore on the
 1st June, and may be expected here on
 or about the 7th June.
 The O. S. S. Co.'s s.s. *Telamon*, from
 Liverpool, left Singapore on the 2nd
 June, and may be expected here on
 or about the 8th June.
 The P. & O. Co.'s steamship *Nizam* left
 Singapore for this port on the 2nd
 June, and may be expected here on or
 about the 8th June.
 The O. S. S. Co.'s s.s. *Prometheus*, from
 Liverpool, left Singapore for this port
 on the 3rd June, and is due here on
 the 6th June.
 The s.s. *Pellam*, from Liverpool, left Singa-
 pore on June 3, and may be expected
 here on June 6.
 The Austro-Hung. L. S. N. Co.'s steamship
Melpomen, from Trieste, left Singapore
 for this port on the 6th June, and
 may be expected here on or about the
 12th June.
 The China Shippers Mutual S. N. Co.'s
 steamship *Umya*, from London and
 Liverpool, left Singapore on the 6th
 June, and may be expected here on
 or about the 12th June.
 The F. & O. s.s. *Hongkong* left Shanghai
 for this port on the morning of the 6th
 June.
 The P. & O. s.s. *Verona* left Nagasaki
 for this port at 5 p.m. on the 4th June.
 The P. & O. Co.'s extra steamship *Greater*
 left Bombay for this port on the 5th
 May.
 The P. & O. Co.'s extra s.s. *Shanghai* left
 Bombay for this port on the 4th June.
ARRIVES. Austro-Hungarian Lloyd's S. N.
 Co. inform us that the steamer *Melpomen*
 from Trieste, left Singapore for this
 port on the 6th June.
 The agent of the P. M. S. S. Co. informs
 us that the s.s. *China* with mails, &c.,
 from San Francisco to the 21st ultimo, has
 arrived at Yokohama, and will leave for
 this port on the 8th instant.
 Messrs Arnold, Karberg & Co. inform us
 that the China Shippers M. S. N. Co.'s s.s.
Umya, from London and Liverpool, left
 Singapore for this port this morning.
 The Superintendent of the P. and O. Co.
 informs us that the Company's extra s.s.
Shanghai, and the extra s.s. *Shanghai*, left
 Bombay for this port on the 5th May and
 4th June respectively.
 A Frank Lincoln, a highly original
 American humorist who created a furore in
 London some years ago and has since been
 touring in America and the colonies,
 intends to visit Hongkong, about the end
 of August or beginning of September. The
Hongkong Times says: 'There seems to be no
 possible kind of sound from the tune of a
 discordant violin string to the discordant
 crack of a parrot, or the sharp crack of a
 gun stock in need of oiling, that he is not
 able to imitate with his lips and tongue.'
 A steamer-cook named Mak Hung, who was
 moving luggage from the Canton steamer
 this morning, slipped off a gangway
 and fell between the steamer and the
 wharf. Chinese Police Sergeant No 426
 (a man who has already been awarded a
 medal for saving life) tried to save
 him, diving twice below the steamer, but
 his plucky attempt was unsuccessful, owing
 to the depth of the strong tide. The shop-
 keeper's body was afterwards dredged for,
 and was recovered about twenty feet off the
 end of the wharf.
 A coolie who was arrested by the Police
 the other day as a rogue and vagabond is
 alleged to have been concerned in the
 robbery of a watch belonging to one of the
 party of Hongkong shootists who paid a
 visit to Deep Bay in September last.
 The thief was reported to the Police here
 and a communication was made to the
 Chinese authorities, the result of which
 was that the magistrate of the Sze-
 cheen tried the machinery of the law in
 connection with the view of bringing the thief
 to justice. The coolie described
 as a rogue and vagabond attracted the
 attention of the police the other day by the
 fact of his having consulted one of the
 Sze-cheen Court coolies on the subject of
 'settling' the little matter concerning the
 robbery in a manner satisfactory to all
 parties. The thief having taken place
 before the colony the police were unable
 to arrest the man in connection with it, but
 on charge of being a rogue and vagabond
 tried to bring him before the court, and
 the magistrate remanded the case for
 the 11th, during which time the Sun-on
 istrate, who has been advised of the
 case, will have an opportunity
 of applying for the man's rendition.

WONG WAH, a servant boy, was charged before Mr Robinson in the Police Court yesterday, at the instance of Mr E. S. Whellauer, with stealing a gold watch, of the value of £125. The complainant had left the watch lying on a table and the boy appropriated it. The police had recovered the watch which was restored to the owner, and the boy was sentenced to six months' hard labour.

It has transpired within the last few days that the P. and O. s.s. *Sutlej*, which is supposed to have left London on the 24th of last month—presumably taking the place of the *Oriental*—has not arrived at Gibraltar, and a heavy extra premium has been paid upon her. It is supposed the vessel must have broken down, and considerable anxiety is now felt regarding her, there being no further news, although she is twelve days out.

One of the European Police stationed at Aberdeen—Constante Ross, a man who obtained the force seven months ago—died in the Civil Hospital last night of malignant fever, after two days' illness. The Police officers at Aberdeen are notoriously unhealthy, a fact of which the Government are perfectly well aware; yet the new station on the hillside, the building of which was begun about two years ago, is a long way from coup-d'oeil. The work, indeed, for some inscrutable reason, has been stopped altogether. In the interval a commodious station for the new station in an out-of-the-way corner at Lappanban, and, as it is found to be utterly useless, will probably have to be pulled down again.

Some advocates of the stoppage of Sunday labour in the harbour have every reason to feel encouraged. Their cause is gaining daily. The Duke of Edinburgh who presided recently at the annual meeting of the Missionary Seamen Society said, the course of speech:—The report (of the Society) complains that in some ports abroad, and in Crown Colonies, especially Hong Kong and Singapore, the crews are compelled to do unnecessary work in transhipping cargoes on Sundays, which causes much discontent and discomfort to the men; and asks a stop to all religious observances, whereas in the Australian and self-governing Colonies such unnecessary working of cargoes is strictly forbidden. I understand that Lord Knutsford, the Secretary of State for the Colonies, has called the attention of some Colonial Governors to this prevalence of seamen; but if the merchants of London could bring influence to bear on the local Chambers of Commerce in those Colonies the evil might be remedied,' said the *Churchman*, a religious newspaper, to find an interesting paragraph on the same subject headed 'Sunday in China waters.' Our contemporary naturally coincides with the question mainly from a religious point of view, while we have mainly given to present the humanitarian aspects of the subject. The paragraph has a little touch of the unctuous style, which we do not much care for, but nevertheless it sets forth truths that are worth the consideration of those who think that they less giving Sunday rest to sailors, runs as follows:—'A Captain recently commanding a steamer belonging to the North-east ports was allowed, by his superiors to control the Sunday work of all other British crews in foreign waters were discharging or embarking cargoes on Sundays, he ran up to his masthead a blue flag with the flying angel carrying an everlasting gospel in the midst of his showing that he was a Mission to Son-in-Helper, and that as for him and his crew they would serve the Lord, by observing the Sabbath-day, according to the commandment.' His owners were quite willing to bear the loss, if any, of Sunday work. He also gathered the crew, seamen and firemen, for social worship, when practicable, on week evening; held a Bible-class on board; encouraged the more devout to kneel in daily prayer in the fore-cabin; visited his men when sick; supplied them with reading matter; and in many ways added to their physical comforts. The crew were gained by all this in having a comfortable, happy crew, who did not care to leave their employ. There was no crime of oppression, and not much sickness on board. But in the midst of all this, the work was chastised by British merchants trading in the Indian Seas, from whence Mr Brassey writes. The charterers had refused the whole of the ship's time. He said the ship was to be ready on a day when at anchor, and that it should order this unnecessary work. The Service had to be given up. To read the fourth commandment publicly was felt to be a reproach. In vain the captain remonstrated. The charterers and their agents were inexorable. They must have their cargo of fish. The captain had to do as between his duty to his masters and his duty to his new masters. In the bread of his wife and children hung the balance, yet he gave up the countenance of the crew, and the crew and his family were then laid up for lack of comforts, and, of course, without floors or work. For a long period he and his command had to be had. He and his family had to get out a substitute from his little crew. But eventually his old owners, who had sold the ship, and the crew, to which Lord Brassey is painfully fatal, who is to blame? Depend upon it, the first persons to disclaim against the misconduct of British seamen, and to hold the superiority of foreigners, would turn those British merchants who have sold the ship, and the crew, to which Lord Brassey is painfully fatal, who is to blame? 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REACHING OF PROMISE.—Sir, Roger Lethbridge will probably find an argument for his bill abolishing actions for breach of promise, in the case of Adams & Isaacs. "The plaintiff in this instance the wrong done by the plaintiff, who is now only twenty-one, and at the time of the promise was only eighteen, consists entirely of the problematic injury to the affections." Defendant had been known to be about as poor as a man could be," said Mr. Justice, "in summing up the case." After the third had been ordered to pay the estate, one mother of £170; defendant could be entitled to one-tenth of the balance. What had plaintiff lost by not marrying defendant? It had been shown that she was a good wife and a good mother in the face of the wrong done to the young man to find £25, whereas to the late Adams was found feelings.—*Edwards.*

COLLISION BETWEEN A STEAMER AND A FISHING JUNK.

THREE CHILDREN DROWNED.

Mr. Wedelone held an inquiry at the Police Magistrate's office in connection with the collision of the *Leng Su Mui*, a female Chinese body was found in the hold of a fishing junk now beached at Mongkok wharf. The child was one of three who were drowned on the 1st inst. in consequence of a fishing junk on board which were injured. It was then taken into the steamer, a *Nanyang*. One of the owners of the fishing junk stated that he was fishing Nam Shan on the 1st inst. in company with another junk. At about 4 p.m. he saw a steamer a long distance off. There was no warning of the collision, and he tried to get the junk out of the way, but he saw a signal to the steamer, and the steamer came on and struck the junk and amidships nearly cutting her in two. There were twenty of crew on board the junk, and about half that number were thrown into the water by the shock. The steamer lowered a boat and picked up two of the men; the remainder being rescued from the other junk. The fore part of the damaged junk sank and the after part became a water-gate. The junk was taken up by the other junk and brought in to Mongkok-wei, where she was beached on the 3rd inst. On the 4th at low water the body of the deceased was found in the hold of the junk. Deceased and other two children were taken out at the time of the collision and were drowned. The bodies of the other two had not been recovered.—The inquiry was adjourned till the return of the steamer.

CORRESPONDENCE.

BLASTING.

To the Editor of the "CHINA MAIL."

Hongkong, June 6th.

SIR,—Some little time since a series of prosecutions were instituted by the Police against private individuals for blasting in the neighbourhood of a public road on account of the danger to the public. It is supposed the Police doing now to allow blasting to be carried on by a registered party in the very centre of the road, one of the most frequented public street in Colony, viz, the Queen's Road—*Sirs.*

FAIRPLAY.

SUPREME COURT.

IN SUMMARY JURISDICTION.

Before Mr. A. G. Wase, Acting Police Judge.

Friday, June 6.

CHIEF CLERK MITCHELL: A MASTER AND SERVANT CASE.

Ching, a house-boy, sued Mr. J. Mitchell for £50 damages. The plaintiff stated the defendant's service on the 15th of last month and was dismissed on the 23rd. He alleged that the defendant beat him and sent him away for not preparing some articles for his wages. But the defendant refused to pay him a cent. The defendant had given no order on the morning about preparing tea in the previous. Mr. Mitchell said that when the plaintiff served his service he told him that he was to be dismissed on the 23rd at six o'clock in the morning. The plaintiff checked in the morning. The defendant's recollection he (Mr. Mitchell) did not leave the house till half-past seven, and up to the time the plaintiff had not made his appearance. He asked the plaintiff that why he had not turned up in the morning. He told the plaintiff that he must have been at six o'clock every morning, and was the last he saw of him till four afterwards, when he returned and was with him for his wages. He told the plaintiff that if he called at Justice, he would be paid for the night, but he had not done. Lordship dismissed the claim.

THE ENGLISH IN EGYPT.

After a long struggle, Cuing which the sole sovereignty or insolvency of the country remained doubtful, financial equilibrium is secured. Such is the opinion expressed by Sir Evelyn Baring in his Report on the English in Egypt. His words are: "It is remarkable that the English, at all significance, since their author has not one of that irrepressible optimism often conferred by an Indian training, inclines always to the less rather than the hopeful view. If the present position of the English in Egypt is to be taken as a guide, the period of crisis which has befallen the affairs of the country has not been with his advice have at last been met on a sound basis; there is still time to look for collaboration.—It is, however, interesting to find that his opinion can be supported by the independent testimony of a shrewd and competent chronicler. Mr. Jeremiah Lynch, the President of the Franco-Egyptian Stock-Exchange, passed last winter in Cairo, has given to the world a volume, "The English in Egypt," (published by Mr. Edward Arnold), which contains a survey of the work accomplished in Egypt, political and financial, of the last thirty years. Writing with the simple desire to state the facts, and without them, Mr. Lynch arrives at almost the conclusions so eloquently stated by Chamberlain a few months ago. "The English are doing good work in the Nile valley and Valley." Their rule is, just, and equitable. Not only have they restored the financial system to order, but they have permanently improved the material condition of the country and their present system of public works, and their premature withdrawal would do more harm than good. The work which has been accomplished,—their political and financial, and their material progress, at least for the time being, is of a standard element of feeling of public confidence, which has rendered improvement possible."—These were Mr. Chamberlain's conclusions.

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RUSSIA AND CHINA.

The Japanese have published a letter from the Yankudo stating that the Chinese Government has agreed to restore the wall which formerly surrounded Kuldju, the sole reason for the being respect for their tradition that the seat of the Taouai might be surrounded by a wall. The same letter states that two English commissioners in the province of Shensi, which in 1884 opted in favour of Russian nationality, now desire to become Chinese subjects.

According to the journal *See the Minerva*, Ways and Communications has submitted to the Committee of Ministers a project for the construction of a cloister in Ussuri territory bordering the borders of the next year.

A paragraph recently published treating to part which China might play in case of European war has excited the Russians to attack England. It says that Russia is no longer to be reckoned upon by land, and that Persia is still too weak, that China, instructed by British officials, might render excellent service to the Allies. Attention is also drawn to the fact that Germany for several years past had been very active in China. Russia would do well, it says, not to undertake enterprises which threaten in the Far East.

CHUNG-KING.

The House of Commons on the 26th Sir A. Temple asked the Under-Secretary of State for Foreign Affairs whether he could confirm the existence of a telegraph cable to the opening of the port of Chungking in Western China, to British trade; and whether, from this date, British goods of all kinds are admitted into Chung King free of import duty in Shanghai; whether the port of Little's steamship to the Chinese Government had been effected with the knowledge of Her Majesty's Minister in Peking; and if so, whether the right held by Great Britain in the above cases of British steamers to the port of Chungking had been waived until such time as the Chinese themselves should run steamers to that port; whether, in opening the port, arrangements had been made for the setting up of a piece of ground for the occupation of British Residents, as had been done at Liao-kow and other places; whether the Government had retained the right to send officers of war to visit the port from time to time as was the custom in the other treaty ports; and lastly, what steps had been taken to give the Chinese any information as to the probability of British merchandise even being permitted to run steamers to new treaty ports.

J. Fergusson: Generally, the purport of the telegram in *The Times* is correct, but the attention is not come into force until the negotiations have been exchanged at Peking. The question is in the affirmative. It is impossible to reply to the remaining paragraphs of the question until the text of the article has been examined in this country.

You know what the moon did when she looked at it! Kept shining right steady.

Mrs. R. Standpoint—Mr. Tyndal—I am sorry your daughter has married a capital fellow man! Mrs. Wretchings: Yes; forty pounds in his own name.—*EPOCH.*

TOMMY—Tommy, I wish to ask you a question in grammar. Tommy—Yes, sir.—If I give you the sentence, "My pupil loves his teacher," what is that? Tommy—Saracen.—*Times Shifts.*

TWO BROTHERS—A young woman married, 'Ten Thousand Leaves Are Green.' She picked it too high, screamed and wept. "Start her at five thousand," said an auctioneer.—*British American.*

Quotations.

HONGKONG, June 6.

M—New Pattern, cash... 475
Old... .. 470
New Pattern, cash... 472½
Old... .. 470
New Malva, cash... 520/330
Allowance, Teasels... 48/50
Old Malva, cash... 510
Allowance, Teasels... 50/56
Persian, Old... 50/620
Allowance, Teasels... 32/48
Persian, Paper tied... 530/440
Allowance, Teasels... 32/48

Exchange.

HONGKONG, June 6.

London—
£ s. d.
Wires... .. 3/84
On demand... .. 8/32
30 days' sight... .. 8/4
4 months' sight... .. 8/4
6 months' sight... .. 8/4
Telegraphic transfer... .. 4.15
Cable transfer... .. 4.24
New York—
£ s. d.
On demand... .. 3.35
30 days' sight... .. 80½
60 days' sight... .. 82
Bombay—
£ s. d.
On demand... .. 22½
30 days' sight... .. 22½
60 days' sight... .. 22½
Calcutta—
£ s. d.
On demand... .. 22½
30 days' sight... .. 22½
60 days' sight... .. 22½
Singapore—
£ s. d.
On demand... .. 70
30 days' sight... .. 70
60 days' sight... .. 70
100 days' sight... .. 70
Maximal... .. 60
Minimal... .. 70

Temperature.

At Mount Falconer & Co.'s Premises,
Queen's Road.)

Thermometer—9 A.M.... 26.89
1 P.M.... 28.10
4 P.M.... 28.70
Thermometer—9 A.M.... 80
1 P.M.... 78
4 P.M.... 70
(Wet bulb) 9 A.M.... 77
Do., 1 P.M.... 77
Do., 4 P.M.... 70
Maximal... .. 80
Minimal... .. 70

Responsible for Debts.

I, the Captain, the Agents, nor the Owners will be Responsible for debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour—

TANNEY American ship, Capt. D. C. Gibb, Livingston & Co.
German ship, Capt. T. Rowell, Laporte & Co.
Norwegian bark, Captain P. L. Strussen & Co.
OF MAINE American frigate,

Quotations.	
HONGKONG, June 6.	
Ptium—New Patina, cash..	475
Old cash..	—
New Bakers, cash..	472½
Old cash..	—
New Malva, cash..	520/530
Allowance, faels..	48/50
Malva, cash..	510
Allowance, faels..	48/50
Persian, Oily, cash..	50/60/2
Allowance, faels..	32/48
Puritan, Paper tied	630/640
Allowance, faels..	32/48
Exchange.	
HONGKONG, June 6.	
On London—	
Bank Wire,	9/32
On demand,	9/32
30 days' sight,	3/32
4 mos'the sight,	3/4
Credits, 4 "	3/4
Documentary, 4 months' sight	3/48
In Paris—	
On demand,	4.15
Credits, 4 months' sight, ...	4.24
On Berlin—	
On demand,	3.35
On New York—	
On demand,	\$0½
Credits, 60 days' sight, ...	62
In Bombay—	
Wire,	22½
On demand,	222
On Calcutta—	
Wire,	22½
On demand,	222
On Shanghai—	
On demand,	7¼
30 days' sight, private, ...	72½
Sold Leaf, 100 fine... ..	\$32.00, facel
	16 10

Temperature.
 Taken at Messrs Falconer & Co.'s Premises,
 Queen's Road.)

BAROMETER—	9 A.M.	29.82
Do.	1 P.M.	29.81
Do.	4 P.M.	29.76
HYGROMETER—	9 A.M.	79
Do.	1 P.M.	80
Do.	4 P.M.	79
Do.	(Wet bulb) 9 A.M.	77
Do.	Do. 1 P.M.	77
Do.	Do. 4 P.M.	77
Do.	Maximum	80
Do.	Minimum	59

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Neither the Captain, the Agents, nor
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Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour—
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Rodick.—Gibb, Livingston & Co.
EUNA, German ship, Capt. F. Rowehl.—
Joseph Lippack & Co.
SOYA, Norwegian barque, Captain P. L.
Knicker.—Nissen & Co.
FRANK OF MAHER, American ship, Cap-
t. D. F. Nickels.—Maslar

Mails.



STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, ISMAILIA, PORT SAID,
MALTA, GIBRALTAR, MARSEILLES,
BRINDISI, TRIESTE, VENICE,
PLYMOUTH AND LONDON;
AND
BOMBAY, MADRAS, CALCUTTA
AND AUSTRALIA.

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SPECIAL ONLY LANDED AT PLYMOUTH.
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship JESSIE, Captain G. V. BRADY, with Her Majesty's Mail, will be despatched from this for LONDON and BOMBAY and SUEZ CANAL, on THURSDAY, 12th June, at Noon.

Cargo will be received on board until 4 p.m. Parcels and Special (Gold) at the office until 4 p.m. on the day before sailing. Silk and Valuable Goods for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than the ordinary direct route via Colombo. Tea will be sent either via Bombay or Colombo, according to arrangement.

For further particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bill of Lading.

Passengers desirous of having their baggage can do so on application at the Company's Office.

This Steamship takes Cargo and Passengers for MARSEILLES.

E. L. WOODIN, Superintendent, P. & O. S. N. Co.'s Office, Hongkong, June 2, 1890. 1009

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship BATAVIA, 2,553 Tons Register, Capt. WILHELMSON, will be despatched for SHANGHAI, KOBÉ (via INLAND SEA), YOKOHAMA, and YANCOUVER, U.C., on SATURDAY, the 14th June, at Noon.

To be followed by the S.S. AFRICA, on the 3rd July, and S.S. EASTHILL, on the 24th July.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Steamers, by the regular Steamers of the CANADIAN PACIFIC STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—To Vancouver & Victoria, (Mex.) \$210.00 To Montreal, New York, &c. 250.00 To Liverpool 325.00 To London 330.00 To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

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Freight will be received on board until 4 p.m. on the 13th June.

All Parcels must be sent to our Office and should be marked to address in full, and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents, Hongkong, June 5, 1890. 909

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

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Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CHINA will be despatched for San Francisco, via Yokohama, on THURSDAY, the 26th June, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

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C. D. HARMAN, Agent.

Home, June 3, 1890. 1015

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